

Telegraphic Miscellany.

**Marshall Henry Will Fight.**  
WASHINGTON, Nov. 28.—Marshall Henry was asked yesterday relative to his dismissal by the President on Friday. "What are you going to do?" The Marshall answered, "I am going to fight."

**How the Message Will Talk.**  
NEW YORK, Nov. 28.—A Washington special says: President Arthur's message will dissent from Blaine's South American policy and will suggest a moderate policy regarding inter-oceanic canals, neither opposing nor guaranteeing any private enterprise and holding that when European governments seek to supply American institutions on this continent, it will be time enough to talk about the Monroe doctrine.

**Morgan the Mason and Thaw's Word.**  
BUFFALO, Nov. 28.—The Express publishes a letter by Thaw's word, dictated and sworn to shortly before his death, in which he reviews the story of the abduction of William Morgan, reiterating the charge that he believed it was the work of the Masonic fraternity, telling how a paragraph written by him in the Rochester Telegraph, calling upon Masons to help find him, caused such a loss of patronage to the paper that he was obliged to retire from connection with it to save it from ruin, and how numerous other places were closed to him in consequence of this unfortunate paragraph. After fifty-six years he reiterates the honesty and integrity of his motives at that time.

A Trace in the War of the Railroad.

CHICAGO, Ill., Nov. 28.—Late last night, by means of the telegraph between this city and New York, an agreement was reached between the managers of the Rock Island, St. Paul, Omaha & Northwestern roads to declare a truce in the railroad war in the northwest for thirty days, pending a meeting to consult about the differences. It is understood the rates on all lines will be restored tomorrow morning and remain so pending the new conditions.

Kentucky Rate Set a Child.

EVANSVILLE, Nov. 28.—On Sunday the family of Thomas Hughes, living near Spottsville, Ky., went to church leaving an infant in charge of a colored girl. The girl went to a neighbor's leaving the child on a pallet on the floor. When the family returned they found the child dead and most horribly eaten by rats.

Boys' Newspaper.

JOHNS, Ill., Nov. 28.—The Trade and Labor Council has boycotted two newspapers in this city and the merchants who patronize them on account of a denunciatory article in the paper directed at the unions.

Frank James on Trial.

KANSAS CITY, Nov. 28.—Frank James appeared in Court yesterday afternoon and pleaded guilty to an indictment for the Independence bank robbery in 1899 and the murder of detective Weller in 1874. His trial on these was fixed for January 23d next, and James was taken back to last evening.

Congressman Heron Dead.

BATON ROUGE, La., Nov. 28.—Gen. Andrew B. Heron, Congressman elect of the Sixth district, died very suddenly last night with heart disease.

Collision in the British Channel.

LONDON, Nov. 28.—The steamer Cambarouze, belonging to Nantico, was sunk by a collision in the British Channel today. Fourteen persons were drowned.

A Scotch Railroad Disaster.

LONDON, Nov. 28.—A train on the North Scotland railway fell through a bridge at Fyvie, Aberdeenshire, and fourteen persons were killed. Many were injured.

FASHION NOTES.

Cuffs are little used, tiny frills of lace being preferred.  
Roman striped silks are employed for full dress gowns.

Stylish costumes are made with high, square shoulders.

Ostrich feather trimming is much used for elegant wraps.

Corded shirtings, in single rows and clusters continue in favor.

Jersey wool gloves are made in all shades to match color dresses.

Plain black silks are in greater demand than black satin or surah.

Rhine stone combs and ornaments are in vogue for hair decoration.

Red hair is decidedly fashionable, and is arranged in severe simplicity.

Rough astrakhan will be much used for children's coats this winter.

Elastic cloth mod- of stockinet, is in demand for jackets and bodices.

Jabots and flouf of mull and lace promise to be as much worn as they usually are.

One of the latest caprices in the way of a lace pin also forms a bouc-hold-r.

Flush and fancy velvets are the popular materials for elegant street costumes.

Flush for bonnet trimmings is somewhat out of date, and velvet takes its place.

Large buttons, for outside wraps, are not so much employed as they were last year.

A Fisher Caught.

"On my last trip to the States," said Mr. Arthur Fisher, of this paper, "I caught a very big cold which settled into a severe case of rheumatism. I did not know what to do for it, so I resolved to purchase St. Jacobs Oil for trial. Happy thought, I began applying the oil, and in two weeks was as well as ever.—Toronto, (Canada) Globe."

Editorial Notes.

The Peck Mining Company are advertising for miners to work in the Peck, which certainly looks very encouraging to the pro-pects of that company.

If we were called upon to describe one of our Prescott contemporaries, we should say that it has a Democratic dress, a Republican heart and a railroad nose.

The coming Council will be Republican, and it is possible that the Assembly may be Democratic. Be what they may, they have an immense amount of work to do, and it behooves them to get at it at once on assembling. The code of laws of Arizona are simply a disgrace to the Territory and the entire business needs to be overhauled and put in some kind of available shape. Our laws are so prolix, so jumbled, so full of useless verbiage, and often so contradictory, often so inconsistent in points of the most vital interest that they are simply about useless. There is scarcely a section in the whole code that does not need overhauling and cutting down and putting into some kind of available shape. The legislature should at once begin this work of re-writing, cutting out, and amending, till the Territory will have a set of laws that will be something more than a flickering brand where the demand is for broad daylight. Indeed we are of the opinion that it would be less work for the legislature to prepare entirely new bills that would cover the ground and substitute them for the present inextricable mess of confusion.

This Democratic party now has an opportunity to make a record that will give it control of the government two years hence. It has been put in power by the conservative Republican element, and should the trial prove satisfactory it will remain in power. Its chances, however, are not very certain. Had the results of the late election been even surmised the Democrats might have been in position to retain what it has now within its grasp. As it is, however, its best metal is not in position to be used. A large portion of the Democratic Congressmen elect are entirely new, inexperienced, untried and frequently inferior men, who have been set up to be slaughtered. The law making of such men must necessarily be of a somewhat questionable character, if they attempt it at all; and if they do not, the result will be the same—adverse criticism and a reaction among their constituents. Were it real Democratic strength that had elected these men they would probably be pulled down at the end of their first term of office and the real talent of the party put in position, but the blunders and failures to do anything which are likely to occur in the next House will not be a benefit to the Democracy nor cause a change calculated to make their ascendancy to power a permanent affair. It is likely to squelch the party almost completely. Nothing but the ablest, purest statesmanship can retain for that party the advantage which it has gained, and that character of statesmanship it can hardly expect from the men who will represent the party at Washington this winter. Of course it is simply an unfortunate accident to the party, but to all parties it is an illustration of the necessity of always putting forward the very best men.

It is to be hoped that our legislature will deal promptly and efficiently with the important questions which will be presented to it the coming session. No doubt the question of rates and fares on the railroads passing and to pass through our Territory will be presented. It seems to be a popular demand that this matter shall be regulated this winter, and it is a matter of great importance to the people and also to the railroad companies. There will be occasion here for able and discriminating statesmanship. On the one hand it will be necessary to so adjust the matter that the people will not be burdened by excessive charges, and on the other hand that the railroad companies will be left a fair margin that their enterprises may not be throttled and discouraged. The question will naturally put itself in this shape: Will the interests of the Territory be best subserved by leaving rates as they are or by making a small reduction and the railroads thus encouraged, or would it be to the interest of the people to have less railroad and but fractional rates compared with what we now have? To be sure the great roads which now traverse the northern and southern sections of our Territory depend but little upon its trade, which is and will be insignificant compared to the great objects of trade without the Territory at which they both aim. Nevertheless, those roads, so far as we are concerned, so far as they pass through our Territory, are a part of our local institutions and should be treated as such as much as our great mining or other

interests. They should therefore be treated fairly and given as much latitude as is consistent in consideration of their enterprise and as instance in the development of the country. An exacting and stringent demand might be made of them without materially injuring them, but the effect would be the discouragement of further enterprises of that kind, and of which we stand greatly in need. Branch roads and a road traversing our Territory from north to south must come before we are in position to open up to the business world the great resources of which we know the Territory is possessed. Competition should be encouraged by all means within the bounds of reason, and when once established, the matter of rates and fares will naturally regulate themselves. The road, however, be such legislation that these matters may be kept within control or curbed whenever such a move may be deemed advisable. Our rapid development will depend much on two things, viz: the introduction of more railroads and the reasonable demands of those roads upon the business of the Territory. The former must not be discouraged, and the latter must be carefully peroided for. The work then of our legislature will be to strike the golden mean. Powerful influences will be brought to bear in both directions. Such a result is but natural in the business world. The value of the legislation which we shall obtain will depend largely on the integrity of our legi lators, and the people will watch their actions with a jealous eye. Party will not enter into the question. Integrity will be the shield, and let the motto of the Greek youths—given them by their mothers as they received their shields from maternal hands—"With it or on it," be the guiding principle of our legislators.

The Citizens talks of Territorial roads and urges the building of a road which proves to be entirely within the limits of Pima County by the Territory. The Territory needs roads, but it does not need them bad enough to tax the entire Territory or build a road for Pima county to any other county. The idea of taxing Mohave county to build a road in Cochise, or Yuma county to build a road in Apache county! It is simply preposterous. The injustice of such a bill ought to another it at birth. And it would not only be unjust but would open the way for most unmitigated fraud and put it within the power of influence to keep back any portion of the Territory that a clique might have designs upon. No, we are not in favor of the Territory building roads anywhere. If a county is too poor to build a very necessary road or a road that would add greatly to its prosperity as a whole, we would not object to the Territory voting a stated sum for that special purpose to be paid into the county road fund of the county for which it was intended. This would be in the nature of a donation by the people of the Territory to a weak county that needed assistance. Further than that we are not willing to go. If the people of Pima or Maricopa or Yavapai, or any other able county, have not sufficient enterprise to open up such roads as will be of great material benefit to them they ought to suffer the loss and inconvenience that goes with such inactivity while their enterprising neighbors have the advantage of controlling the trade that should be tributary and naturally belongs to another section. If the Territory wishes to assist in building roads outside of a simple donation, we have this suggestion to make: That to each county a certain per cent. of the Territory tax which it pays be refunded and placed in the road funds of that county. In other words, we are in favor of less Territorial and more road tax. We are not in favor of the Legislature promiscuously passing bills to build a road where the greatest amount of check can be brought to bear in its favor.

Ben Butler.  
General B. F. Butler, Governor-elect of Massachusetts, presented a striking appearance on the stump during the recent campaign. In full evening dress, a correspondent writes, with a neat button-hole bouquet of red and white pinks, and with a snowy necktie and ribcund face, he advanced to the edge of the platform, bowing to right and to left with his right hand resting gracefully upon his capacious abdomen, and an indescribable look of pleasure and self-satisfaction beaming from his eyes. His customary attitude with his left hand in his trousers' pocket, and the right used in ge-ticulating. Whenever he succeeded in raising a laugh he turned still redder in the face, and anchored his lips so heartily that his double chin shook like a lump of jelly. He very rarely hesitated, but when he did he shut one eye, and scratched his bald head just behind the ear until success crowned his efforts to remember.

MISCELLANEOUS.

Stewart's Stage Lines,  
Carrying U. S. Mails and Wells, Fargo & Co.'s Express.  
Via Gillette and the Black Canyon road, daily, at 11 A. M.  
Via Vulture, Wickenburg, Antelope and Skull Valley, tri-weekly: Mondays, Wednesdays and Fridays at 12 M.

Phoenix to Prescott

Daily at 12 M. and 4 P. M.

Time to Prescott: 24 hours

Time to Maricopa: 6 hours

Stages connect at Prescott with lines for Williams, Coche A. & P. R. and for Mineral Park, Fort Mohave, Hackberry, west, and Camp Verde and points east.

Drivers, Stock and Coaches first class.

Office with Wells, Fargo & Company, Phoenix, A. T.

L. JILLSON, Agent.

THE CELEBRATED

"E. B." BRAND

OF BUTTER!

Made and Preserved by THE ELGIN BUTTER COMPANY.

Proprietors of the Famous ELGIN CREAMERIES.

Is Preserved and Packed by a New Process and Retains the Original Sweetness of Newly-Made Butter.

One genuine export label signed by W. H. JILLSON, President.

For Sale by all First-Class Dealers.

Geo. D. Clark

Watchmaker/Jeweler

With Huston & Co., Druggists.

WASHINGTON STREET

Opposite the Plaza,

PHOENIX, A. T.

Repairing fine watches made a Specialty.

California Bakery.

CARL SHERER, Proprietor.

Bread, Pies, Cakes and Confectionery.

12 Loaves for \$1

Cabinet Saloon

J. R. LOOSLEY.

Northwest Corner of Washington Street, Phoenix, A. T.

Vandever Bros.

FORWARDING

Commission Merchants,

MARICOPA, A. T.

PASTURAGE.

Good Alfalfa Pasturage

at my ranch, one half a mile from Phoenix at the usual rates. Milk delivered in Phoenix morning and evening.

C. A. TWEED.

PERUVIAN BITTERS

THE VERY CENTER OF THE GREAT CITY, convenient to the Post Office, Courts, Theatre, and places of amusement, being the business center. It was lately built in the most approved style, and is in every way the finest hotel in the city. For the price.

BOARD AND LODGING, PER DAY, \$1.00.

Passengers taken to and from the Hotel free in OUR coach.

CLAUS KOCK, Proprietor.

Kales & Lewis

BANKERS,

PHOENIX, ARIZONA.

CORRESPONDENTS:

The Bank of California, San Francisco.

Messrs. Laidlaw & Co, New York.

WILL PURCHASE OR ADVANCE on Gold and Silver Bullion, County bonds and Warrants, Discount Commercial paper, receive Deposits payable on demand, undertake collections, and transact GENERAL BANKING BUSINESS.

Office hours, from 9 A. M. to 4 P. M.

ANTISELL PIANO

10,000 Pianos

1,000 Organs

1,000 Gramophones

1,000 Records

1,000 Accessories

1,000 Miscellaneous

1,000 Instruments

1,000 Supplies

1,000 Tools

1,000 Materials

1,000 Hardware

1,000 Electrical

1,000 Mechanical

1,000 Chemical

1,000 Biological

1,000 Geological

1,000 Astronomical

1,000 Meteorological

1,000 Zoological

1,000 Botanical

1,000 Mineralogical

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